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Please stand by for realtime captions.

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Another reason for you to request and get your request and have access to it is to spend time playing around with it. I know Jill and John spent time last year on doing a YouTube channel so there is a lot of training online on how to use it now to set it up. Go ahead Andrew and Jill.

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Thank you. What you see right here, this is the geospatial dashboard. Would like to notice is in the upper left-hand corner there's a tab known as nation. By default you will be taken in and shown the entire United States that does include Alaska. I am simply left clicking and dragging the window around to move the map. You will have access to this no matter what role you are given. Currently any incidents that are currently going on will be listed on the left-hand side. All of these are linked so if you have a particular one in mind that you are thinking of, you can actually click directly on the name and be immediately taken into the third tab which is the initial attack incident tab. Knows there is a purple dot right here and on the upper right hand corner, if you pull down on the incident legend you can tell that each dot has a different color. In this case, this is an initial attack incident. If I were to ever directly over the incident, I know the name of the incident and if there were any additional information, which changes depending on what information is this has currently been loaded into the various reports such as [ Indiscernible ] 209. You be able to scroll down on the scrollbar. You be able to sell the data that is available. I haven't to pick an incident that is fairly small she can see there is not a great deal of information but where has been entered into the various reports that a pointer agreeing to the enterprise geospatial portal, that information is available. Who had back to the nation tab. You consider right of different colored tabs. Again by the incident you will get an idea of what kind of Vincent -- incident they may be whether they are greater than 24 hours old, initial attack which is -- also where the information is coming from. Let's take a look quickly on the national tap. First across the top you have the planning level.

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[ Captioner standing by for next presentation. ]

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We have a lightning talk coming up have a special presenter. My -- I have a guest presenter. We have one of our cobra fire watch team members here and she is going to do a presentation on cobra and the GISS support. We are going to do a transportation watch next. Hang with me, so be a -- I am recording out.

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I am Michelle Schilling Ennis is it them with the US four service fire watch COBRA program. This is going to be a quick introduction to what we do and do not do. I know there's been a lot of miss conceptions in the past. Basically the overview, the program was established in 2003 by the US four service. We had to US four service owned Bell 209 cobra helicopters. Both of these aircraft are based at region five N. option Reading. This is a new move. We used to have a north the zone and South zone ship basically it was some discrepancy in product and training so we consolidated everyone to that Reading-based so we could work out these kinks and get everyone a standardized product. Were fully qualified ATGS platform your goal must be to that at all that is a whole different world but we have multiple capabilities beyond the stuff that you see from us. We do infrared and mapping. I will talk about that in the next slide it little bit more. Our crew is a mix of contractors and US four service employees. We have three separate contact employees and the four service. Is a well integrated crew, different colors on all sides.

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These are the mapping or products you most likely see from us. The biggest misconception that people have about our program is that we do IR mapping. We do not do IR mapping. We do mapping in we do IR. The two systems overlap but they are not integrated. If you ask for a map from this, our IR system did not capture the map. Defense either had to fly the fire and collect the data. I can we do not provide IR mapping. More often than not we get called up and said, your product is not look like [ Indiscernible ] why not?'s it is a completely different product. There both good in their own way when they are used correctly. Also I am here to try to iron out a few of those bugs that we have seen in the past.

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We will see from us, we do perimeters. A lot of our mapping products come from the initial stage. Where the initial tack ATGS on the first we will capture that data additionally and as a goes into the extended tack and teams command we will transition out of doing any of that perimeter work because [ Indiscernible ] is much better suited to do those night lights and things like that. A lot of the stuff you see from us, the hunters and things like that will be in that initial stage and we will turn it over to the team what we have up until that point. We can give you points and those are, we can give you infrared points, and he signatures but again that is not caught by our IR system. That is our front seat are dropping a point where they see IR, or they see heat. There's not going to be any data with that. I know some people have seen products were we have gotten a call, why don't I have those little colored dots that show me this is hot and this one is not hot. That is not our product. We can give you where the hotspots are, where the spot fires are but we do not have any IR data attached to that.

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We do a lot of retardant mapping in aviation maps because we are most times out at the hell a basis and the airtight basis so we end up doing a lot of that Sue Macy checkpoints, initial points, things like that, points of that being passed on from us to you. One thing we can do, when they are UDF come in the past come up we are on your fire, or you can order us up we can do perimeter mapping in the stage it just takes a lot longer and again it is not an IR map, it is a different product. Two years ago [ Indiscernible ] had this salmon River complex and it was too much snow, known as able to get impacted to not have people on the ground so they called us up and said, can you give us anything. Of course the conditions were very bad, if [ Indiscernible ] is a flying it is probably a pretty good reason we were able to get in there and give them something to close the gap in between when they could get NIROP to fly again and things like that.

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As far as infrared goes you probably will never see an actual infrared product. Was to the points that come out of that but again it is real-time tactical tool. This comes in the form of video and real-time downlink. Most of the time we are assigned to operations of the people we work with are the operations, the divisions, the branches, the hotshot crews on the ground. Those products go to them. If you guys see that stuff, it is usually because there has been a breakdown in communication. The unit leader is on it and passed on to you guys or something along those lines. To usually has to go to operations and we try our best to get it to where it needs to go but communication is an issue. We also do a lot of still images as well.

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This is a snapshot of what different [ Indiscernible ] will see in the aircraft, is one of the many screens. On the right this is the IR systems of is an IR camera. It is real-time. This was on the happy Camp complex last year, late October. They kept having smoke pop up and they could not figure out where it was coming from. They thought they had all of their spots out so they sent us out and we were able to pinpoint where that is. Again, that is them finding that and they will drop a laser pointer on that point and get them that point or radio down and say, we found your spots. This is what they look at in the aircraft.

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Basically that was a quick overview of what we do and do not do. One thing I want to throw out there, we are currently flying a relief GIS position. For the upcoming fire season. If anyone knows of anyone looking for a seasonal GIS position, we are in need of some good applicants. I will turn it over to questions. Anyone have any questions?'s --??

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We have a question. Another thing the COBRA program is looking at some other operation capabilities as well so we will hear more about that in the future.

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On the last screen you showed, we've had some experience, is that GPS the position of the aircraft or the position where the cameras looking on the ground?'s

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In the lower right-hand corner that is the position of the aircraft. Only give you an image, we will send you one in it will actually have a black bar across the topic of the give you an image more than likely will send you

actual point data but there will be a black bar across the top and that is the actual target description, the little green in the corner that is aircraft position.

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Any other questions?'s --?

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Is that a [ Indiscernible - low volume ] you're using?'s

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Not currently. We use a clear system and [ Indiscernible ] system. We're looking at a whole new system and that is online, supposed to come on my next winter. We are moving toward that now, taking bids and things, the government works those who are still looking at programs.

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Other questions?'s --?

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We're going to switch over to the next one. Of my transcriber can stand little bit longer that would be super. You notice Murphy's Law one all of a sudden things don't work. I think the folks on the computer can see it. I may switch back to that one.

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One of the things that I got called on last year was a question associated with transportation issues. Last year we had a bunch of people asking about, why did you not put Caltrans on the GISS hard drive? I think that that was you. Resending may love letters last year?'s --?. You are allowed to. I expect that kind of stuff from you guys. When you are mad about something not working anywhere in the heat of battle, send me an email even if it comes to make couple of weeks later I do not mind. It helps me make a laundry list of what you guys are looking for on the map.

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The reason why lasted up with the Caltrans Stephan, explained that the earlier on but I ran into so many problems with the database being the most awful thing I have seen in a long time to try and break out into primary, secondary, tertiary roads. They are going to bunch of changes on the transportation data sets.

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Instead, realizing this was going to cost me a lot of time and effort to modify this, I am adverse to inheriting a lot of work. It doesn't look like it but if I have to modify a data set a lot to give it to you guys, I tend to not want to do that anymore because I just cannot commit may lead to doing those things. What I did as I started looking around going, what is out there that would be eight good option for us to use. [ Indiscernible ] is a winter data set that they put together. There was on is basically call transportation and I'm trying to find it because it is a really weird data set. Your test.'s call transportation, North America history. I try in the index bedsheet, is at the very top of the GISS hard drive I'm now highlighting in greens of you go in there any search for transportation because you are stranded with content because you cannot find something used to like a lot on the heart I'm going there and type transportation. You take it down there. If you see something highlighted and flanking green banner that is the best data set to grab.

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I had that one in here for the transportation thing but I think we missed it this year. The other thing is, I set up later files for these. You see all these layer files, their name the same as the database. Want to make sure that you open up the layer file that matches the database. I also usually have separate ones in there that will be set for specific skills for things that I need to do in my office. That one that is at 752 300 K is a reduced symbol set because I'm been missing row with reducing the symbols.

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I loaded into the map are --. Section. Right off the bat, it doesn't look like much. Is that a lot of symbols on it, hence the reason why missing row with reducing the symbols. One thing that is really neat is ESRI whoever was that was at ESRI Rizzi -- needs could us. They treated us really complex layer file that has all of these different scale dependencies on it so as you start to drill into your database, let's go into Sacramento. As you start to drilling you can see all of a sudden there is the 750, 300 K starts to show up. We start to zoom in a little bit. Look at that. Wrote names are coming up. Somebody spent a lot of time going through in creating this

thing. Pretty awesome Google ask, drill down and get more data. There's a certain point where it does not drill down anymore but it looks pretty good.

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I was like this is Bertini. I added this one onto the data set and then I started saying, another skills -- their skills and not necessarily work for us let's go to a couple of bookmarks. Let's go out to King fire precarious king firebrick that doesn't work good for transportation map. What I did is I started messing around with it and I started pulling out just the data layers that I want to see the care you can see the details. This is not scale dependent. I will go ahead and turn this on. I really think that might help you with your transportation map. It looks messy right now but you can extract out the line work inside of your and actually start to create your own transportation map to meet your needs. I think that might work for you.

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We need a microphone for this guy back your. -- Here. It was Fred.

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My main point is that the Cal timelines up with the old [ Indiscernible ] beautiful, they do not have the three lines for one wrote that shine through when you turn things off. It has a lot of the historic, it is pretty better for some purpose. It was one of the tools, this is really nice for other purposes but for just having it overlaying the [ Indiscernible ] the cauldrons is very good because it lined up with everything else.

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I will put it back on a leave it on their instead of taking it off. My apologies. And the other comments?'s --?. Here is happy Camp. I am cruising around while people are asking questions.

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I use this quite a bit. One of the things that I really have a tough time with his when I jump into the map labeling and I cannot pick which layer want to work with. Is there an easy way, is there some crazy way to make that easier? All you will see is airport. Do not know what skill you are looking at.

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That is why put this one out. Embedded inside of it is a special data exchange format that ESRI has this intricate is an SED. I wrote it inside the index file. Or the spreadsheet. I just pull this one out so maybe this is the one you need to get to. What you are looking at, you are right, inside of every single one of these it has major cities, major routes. As you drill down deeper they add in urban areas, they had in local roads. Now you can start to see railroads. Over put this thing together was mashing up all tons of data to give you that drill in capability. You are right, it was difficult finding which one. What I did is I hunted to them to find, which one can I give to you guys that would be at the top of the list. I left it turned off because it takes a lot to draw up. A lot of the layer files I leave turned off automatically on the hard drive because I do not want you to sit there waiting if you are at both sides of the state. It just comes in often you need to turn it on. You know what to do. This one that is what I did. I grabbed that once of the road element might help you and go do that if you're running into problems, give me a holler off-line we can put together a tip sheet on how to use it if that will work better for you. Anything to make your life easier. Transportation is a pain in the butt. I have now to tech. Is available to the hazard or through the high still data set. That is a homeland security database. If you are on an insulating you get hold of the data that is devoted that is delivered to the military. We get it is part of [ Indiscernible ] golds. Any federal agency can have that data basically. If you are not with a federal agency, they're like no you cannot have it. Unless it is in an emergency. If it is a fire and an emergency, I have rights to turn it over to you if you claim that it is an emergency. Contact me and I will get you the data set. It does routing, networking and all sorts of other stuff associated with it. I do not put it on the hard drive because it is under the age DDS limitation. That be a special deliverable.

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Really like this layer file also, the only major problem I have with it is it does not went up with the roads on the new quad. Is there any way to turn off the roads on the quads?

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Good one. It would be nice to turn off the roads on the quads. To have them as Geotech. The problem is they are boxy would lose any of lack [ Indiscernible ] having black would go off. Not an easy thing to deal with. I hear you. The USGS, one of the things with USGS is they keep hydrology sacred so hydrology stays word is that because of the symbology size, roads get shifted. That has been a cartographic element that they made a

decision on back in 1995. You will find there will be offsets between them. Let's look into some other options on that. May be what we can do is start pulling the other pieces without the roads.

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[ Indiscernible - low volume ] it is great but it is huge not only is it really rich but it covers all of North America? We find a box in our network heavily when it is on the server and people are trying to export a PDF.

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Demeanor transfers across the network ? -- Do you mean you're trying to transfer this across the network? You are supposed to get which you need.

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I do not think we can crop it.

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You can pull the data is just did it out and export them out. Is just a weird data which are not used to. I tested this before released it to everybody. Can I going to select all these things and export? Yes. Grab what you need and exported out. It is John Norma's -- John Norma's.

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Those are some tips and tricks to maximize [ Indiscernible - low volume ].

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I am glad to somebody complained they have too much data. Think you picked that up couple people tell me there's too much stuff on the hard drive.

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Depending on where your fire is, I found that maybe not conventional but if you are using the forest service map as a light background layer because all the roads that people are navigating on like and 2632 usually have a sign, look out. It is all marked. That is a good Bassler the you can maybe get the majors around their. Less is more sometimes in this is way too much.

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It is a lie but it gives you a lot more than I think you expected before. We do have the forest of visitor map, the forest visitor maps are available on the hard drive also. I am putting in additional forest visitor maps this year. For the state of California they are etched match so we removed the colors off of them. Were coming up with a better methodology to do that with overlapping. Within, I will go through and set that up for tomorrow's presentation. Within the entire United States, the four service visitor maps have been made available to a password-protected site on [ Indiscernible ]. If you need access to that there's a way to request that. You can also get touches me, if you're not working within California, I can get you the forest service visitor map outside. They are not the caller like ours are in California and some of them may not be geo-spatially referenced. May run into some problems. I was assisting people in Oregon and Washington last year to try to get them the maps. California were fortunate enough of a very tolerant person that does all of that processing for be for the the colored map so they all catch up with one another. That is another product that is nice. It has all the roads on it also. A good thing to use. I know the ESRI product has problem with having the road numbers matching with what we show inside the forest service. Roads are always going to be a challenge. More feedback, information on what you are running into, send me an email if you are having problems, usually it sends a tip sheet. That is why your inbox is always full with me.

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Any other questions? Let's wrap that because were going to go into exercises next.

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[ Event Concluded ]

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